an annular member having a longitudinal axis and a crimping lip, said crimping lip having a plurality of radially distributed apertures which are oriented parallel to said longitudinal axis for reducing the stiffness and increasing the compressibility of said crimping lip.

2. The constant velocity universal joint boot of Claim 1, wherein the plurality of radially distributed apertures are a plurality of equally circumferentially spaced apart holes.

3. The constant velocity universal joint boot of Claim 1, wherein the plurality of radially distributed apertures are a plurality of equally circumferentially spaced apart radially distributed cut-outs.

4. The constant velocity universal joint boot of Claim 1, wherein the annular member is formed of a thermoplastic material.

[Please delete Claims 5-7.]

Sub B3> 8. A constant velocity universal joint assembly comprising:

a constant velocity universal joint having an outer race;

a boot-can having a first end for mating with said outer race annular housing and a second flanged end; and

a thermoplastic rolling-diaphragm boot having a crimping lip [for being] received by the second flanged end of said boot-can, the crimping lip having a plurality of radially distributed apertures for increasing the compressibility of the crimping lip.

In the Specification

Please amend the paragraphs below to appear as follows:

At page 7, line 19 - -

Assembly 10 further includes a grease cap 32 therein. Grease cap 32 is mounted to one end of constant velocity universal joint 18 for retaining grease contained within joint 18 for keeping it lubricated and also for keeping any foreign matter and contaminants out of joint 18. As illustrated in Figure 1, grease cap 32 has an annular flange 33 which is